

The Hongkong Telegraph.

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THURSDAY, MAY 3, 1906.

四拜禮

號三月五英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000.
RESERVE FUND \$10,000,000
Sterling Reserve \$10,000,000
Silver Reserve \$5,000,000
RESERVE LIABILITY OF FIVE YEARS \$10,000,000

COURT OF DIRECTORS:
Hon. Mr. O. W. Dickson, Chairman.
E. Goetz, Esq., Hon. Mr. R. Shawan.
C. R. Lehmann, Esq. N. A. Siebs, Esq.
G. H. Medhurst, Esq. H. A. W. Slade, Esq.
D. M. Nissim, Esq. H. E. Tomkins, Esq.
A. J. Raymond, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.

J. R. M. SMITH,
Chief Manager.
Hongkong, 4th April, 1906. [21]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum.

Depositors may transfer at their option, 1/3 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

J. R. M. SMITH,
Chief Manager.
Hongkong, 1st May, 1902. [22]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP...Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hankow, Peking,
Tientsin, Tsinanfu, Tsingtau, Yokohama

FOUNDED BY THE FOLLOWING BANKS AND
BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank)
Direction der Diaconto-Gesellschaft

Deutsche Bank
S. Bleichroeder
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie

Robert Warshawer & Co.
Mendelsohn & Co.

M. A. von Rothschild & Sohne
Jacob S. H. Stern

Norddeutsche Bank in Hamburg, Hamburg,
Sal. Oppenheim jr. & Co., Koenig

Bayerische Hypotheken und Wechselbank,
Muenchen.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITH'S BANK.

LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY.

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account,
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

HUGO SUTER,
Manager.

Hongkong, 30th April, 1906. [24]

NEDERLANDSCHE HANDEL-
MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL. 45,000,000 (L3,750,000).
RESERVE FUND FL. 5,000,000 (L. 47,000).

Head Office—AMSTERDAM.
Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai,
Rangoon, Semarang, Sourabaya, Cheribon,
Tegal, Pecalongan, Paseroean, Tjilatjap,
Padang, Medan (Deli), Palembang, Kota
Radja (Acheen), Telok-Semawe (Acheen),
Baudjernasir.

Correspondents at Macassar, Bombay, Colombo,
Madras, Pondicherry, Calcutta, Bangkok,
Saigon, Haiphong, Hanoi, Amoy,
Yokohama, Kobe, Melbourne, Sydney,
New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITH'S
BANK, LIMITED.

THE Bank buys and sells and receives for
collection Bills of Exchange, issues
letters of credit on its Branches and correspondents in the East, on the Continent, in
Great Britain, America, and Australia, and
transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily
balances.

Fixed Deposits 12 months 4 1/2 per annum,
Do. 6 do. 4% do.
Do. 3 do. 3 1/2 do.

L. ENGEL,
Agent.

Hongkong, 28th February, 1906. [287]

Dentistry.

Dr. M. H. CHAUN,
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY,
37 DES VŒUX ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.
Hongkong, 21st July, 1905. [70]

TSIN TING.
LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'AGUILAR STREET.
REASONABLE FEES.
Composition Figs.
Hongkong, 20th July, 1904. [68]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

YOKOHAMA VIA SHANGHAI (DONGOLA 4th May, Freight and
and KOBE G. Phillips Daylight Passage.

LONDON, &c. (DEVANAH 5th May, Freight and
T. H. Hide, R.N.R. Noon, Passage.

LONDON and ANTWERP VIA SINGAPORE, PENANG (MANILA About 9th Freight and
COLOMBO and PORT A. W. Anderson, R.N.R. May Passage.

SINGAPORE and BOMBAY (PEKIN 9th May, Freight only.
W. R. Le Mare P.M.)

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 3rd May, 1906. [4]

Intimations.

LANE, CRAWFORD & CO.

GENTLEMEN'S OUTFITTERS.

New Summer Goods Just Received:

STRAW HATS, PANAMA HATS.

ELWOOD'S CELEBRATED SUN HATS.

REGULATION WOLSELEY HELMETS.

INDIAN PITH HELMETS.

In all the Newest Shapes.

AERTEX TENNIS SHIRTS, TENNIS RACKETS, BALLS, NETS, POSTS AND MARKERS.

LANE, CRAWFORD & CO.

Hongkong, 9th April, 1906. [40]

GUINNESS'S EXTRA QUALITY STOUT

"HORSE HEAD" BRAND

IN

Quarts, Pints, AND SPLITS.

CALDBECK MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS,

15, Queen's Road Central. [40]

Hongkong, 4th April, 1906. [40]

"MINIMAX" HAND FIRE EXTINGUISHER.

MINIMAX SYNDICATE, LIMITED.

LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN,

ANTWERP, &c.

F. BLACKHEAD & CO.,
LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus.

NO PUMPS. NO HOSE. AUTOMATIC.

Extinguishes Oil, Varnish, Kerosine Oil, Tar, Benzine.

Guaranteed to remain in working order for any length of time.

SIMPLEST HANDLING.

Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.

IMPORTANT POINTS FOR CONSIDERATION.

1. Self-acting. 2. Destroys all smoke. 3. Can be used by anyone, even lady.

4. Weight only 1 lb. 5. 1000喷射 per second. 6. Maximum of simplicity and effect.

HONGKONG, 10th May, 1905. [33]

For Sale.

FOR SALE OR TO LET.

AT THE PEAK.

AN ELEVEN-ROOMED HOUSE with
DRESSING, DRIVING and BATHROOMS;
distant thirteen minutes by chair from the
Tram; fitted with superior baths and with Hot
and Cold Water; large Kitchen; Laundry
and Servants' Quarters. Can be used as one
dwelling or divided into two.

For particulars and terms, apply to

SHEWAN, TOME'S & CO.,
Hongkong, 9th April, 1906. [33]

Hongkong, 30th September, 1905. [33]

Hongkong, 30th September, 1905. [33]

A. CHAZALON & CO.

6, QUEEN'S ROAD CENTRAL.

Intimations.

THE CHINESE ENGINEERING AND
MINING COMPANY, LIMITED.

AN INTERIM DIVIDEND of 1/- per
share free of tax for account of the
two months ending last February has been
declared by the Directors of the above
Company. COUPON NO. 6 is payable imme-
diately at the Chartered Bank of India,
Australia and China, and the Russo-Chinese
Bank at Tientsin and Shanghai.

SHEWAN, TOME'S & CO.,
Agents.

Hongkong, 1st May, 1906. [326]

UNION INSURANCE SOCIETY OF
CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND of 1/- per
share for the year 1905 has been declared
and a BONUS of 20% on Contributions for
the year 1905 has also been declared.
WARRANTS will be issued on the 30th
April.

By Order of the Board,

W. J. SAUNDERS,
Secretary.

Hongkong, 28th April, 1906. [311]

WANTED.

A YOUNG CLERK, must be a Quick
Writer and Typist.
Apply to

ROBINSON PIANO CO.

Hongkong, 2nd May, 1906. [327]

DOCTOR WANTED.

TO ACT AS SURGEON on an Emigrant
Steamer.

For Particulars, apply to

BUTTERFIELD & SWIRE.

Hongkong, 21st April, 1906. [328]

JAPAN COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE—1, SURUGA-CHO, TOKYO.
LONDON BRANCH—34, LIME STREET, E.C.
HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maizuru, Kure, Shimonoseki, Momi, Wakamatsu, Karatsu, Nagasaki, Kuchinotan, Hokuo, Sasebo, Milke, Hakodate, Taihau, &c.
Telegraphic Address: "MITSUI" (A.B.C. and A' Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Fujinotana, Hokoku, Hondo, Ichimura, Kanada, Mameda, Manon, Onoura, Otsuji, Sakurata, Tsubakuro, Yoshinot

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.JOINT SERVICE OF THE HONGKONG, CANTON, AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,163 tons	Captain H. D. Jones.
"POWAN,"	2,338	W. A. Valentine.
"FATSHAN,"	2,160	R. D. Thomas.
"HANKOW,"	3,973	C. V. Lloyd.
"KINSHAN,"	1,995	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8:30 A.M. (Sunday excepted), 9 P.M. and 10:30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8:30 A.M., 3 P.M. and 5:30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"	1,998 tons	Captain G. F. Morrison, R.N.R.
Departures from Hongkong to Macao on week days at 2 P.M., on Sundays at Noon, except when otherwise notified by Express.		

Note: During the summer months the time of leaving fluctuates to suit the tide at Macao. See Special Summer Time-table.

Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	219 tons	Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7:30 A.M.		

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD.
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION
COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"	588 tons	Captain J. Wilcox.
"NANNING,"	509	C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunki, Mahsing, Kumchuk, Kau-Kong, Samshui, Howli, Shui-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8:30 A.M.

FARES:—Canton to Wuchow, Single \$15.00. Return \$25.00.

Canton to Tak Hing, Single \$12.50. Return \$21.00.

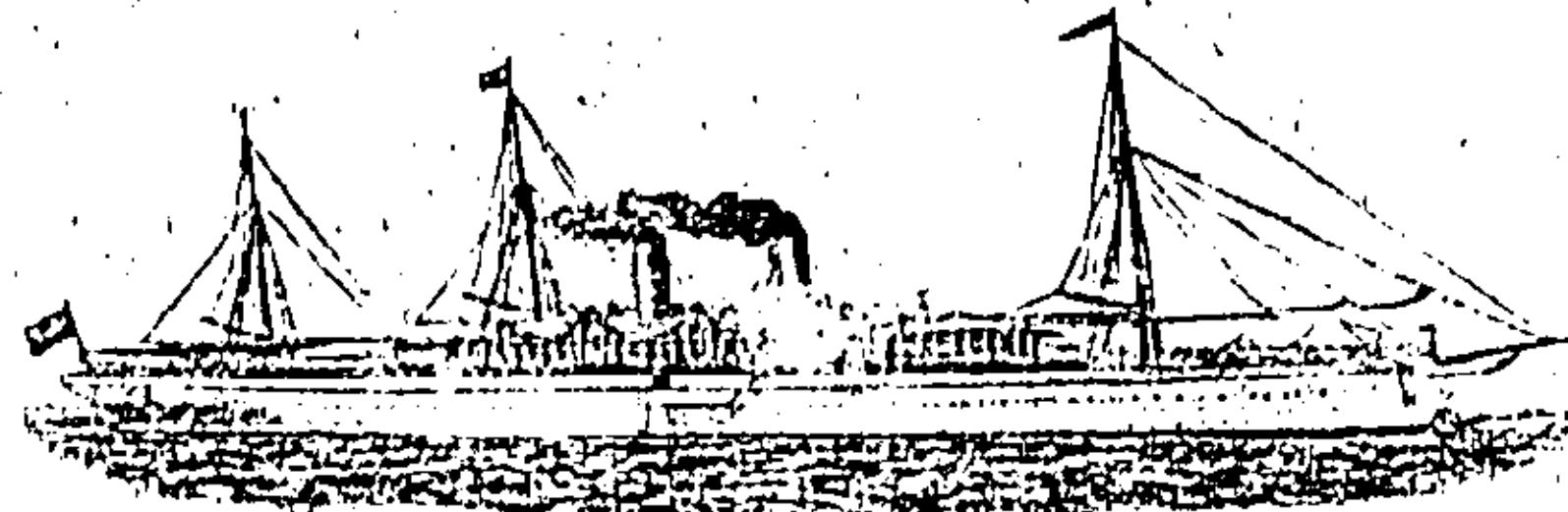
Canton to Samshui, Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 31st March, 1906.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of 12 Days across the Pacific is the
"Empress Line." Saving 3 to 7 Days Ocean Trial.

12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

(Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPEROR OF JAPAN,"	6,000	WEDNESDAY, May 9	May 30
"TARTAR,"	4,423	WEDNESDAY, May 23	June 16
"EMPEROR OF CHINA,"	6,000	WEDNESDAY, May 30	June 20
"EMPEROR OF INDIA,"	6,000	WEDNESDAY, June 20	July 11
"ATHENIAN,"	3,440	WEDNESDAY, June 27	July 21
"EMPEROR OF JAPAN,"	6,000	WEDNESDAY, July 11	August 1

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANG-HAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVER-LAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class, \$1,000. 2d St. Lawrence \$60. 3d New York \$42.

Hongkong to London, Intermediate on Steamers, and 1st Class Rail \$40.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, Acting General Agent, Hongkong, 2nd May, 1906. Corner Pedder Street and Praya, opposite Blake Pier. [13]

HAMBURG-AMERIKA LINIE.

OSTASIASTISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA AND HALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BILVIA *	HAVRE, BREMEN and HAMBURG.	12th May
Jager	(Calling at SPORE, PENANG & COLOMBO.)	3 Freight and Passengers.
JSTRIA	MARSEILLES and HAMBURG.	15th May
Girtenbrau	(Calling at SPORE, PENANG & COLOMBO.)	3 Freight.
C. FERD. LAEISZ	MARSEILLES, HAVRE & HAMBURG.	1st June
Moyerdecker	(Calling at SPORE, PENANG & COLOMBO.)	3 Freight.
SITHONIA	HAVRE and HAMBURG.	3rd June
Bremher	(Calling at SPORE, PENANG & COLOMBO.)	3 Freight.
ANDALUSIA	HAVRE and HAMBURG.	14th June
Schmidt	(Calling at SPORE, PENANG & COLOMBO.)	3 Freight.
ACILIA	HAVRE and HAMBURG.	28th June
Schuelke	(Calling at SPORE, PENANG & COLOMBO.)	3 Freight.
RHENANIA	HAVRE and HAMBURG.	12th July
Ferk	(Calling at SPORE, PENANG & COLOMBO.)	3 Freight and Passengers.
VANDALIA	NEW YORK.	10th May
Hasse	(Calling at SINGAPORE and PENANG.)	3 Freight.

Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabin amidships. Lighted throughout by Electricity.

Duly qualified Doctors are carried.

For further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, King's Buildings.

Hongkong, 3rd May, 1906.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
Steamers will also sail at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

Taking Cargo on Through Bills of Lading for all European, North and South American Ports.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
SACHSEN	WEDNESDAY, 9th May.
PRINZ HEINRICH	WEDNESDAY, 23rd May.
ROON	WEDNESDAY, 6th June.
PREUSSEN	WEDNESDAY, 20th June.
ZIETEN	WEDNESDAY, 4th July.
GNEISENAU	WEDNESDAY, 18th July.
BAUERN	WEDNESDAY, 1st August.
PRINZ REGENT LUITPOLD	WEDNESDAY, 15th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 29th August.
SACHSEN	WEDNESDAY, 12th September.

ON WEDNESDAY, the 9th day of May, 1906, at Noon, the Steamship SACHSEN, Capt. Petersen, with MAILED, PASSENGERS, SPECIE and CARGO, will leave his Port as above, Calling at NAPLES and GENOA.

Booking Orders will be granted till Noon, on MONDAY, the 7th May, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 8th May, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 8th May.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linens can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£61. o. o.	£42. o. o.	£22. o. o.
Return	91. o. o.	63. o. o.	33. o. o.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. o. o.	44. o. o.	24. o. o.
Return	97. o. o.	66. o. o.	36. o. o.

TO NEW YORK VIA SUEZ:

	1st Class	2nd Class	3rd Class
VIA NAPLES, GENOA or GIBRALTAR	64. o. o.	44. o. o.	26. o. o.
Return	115. o. o.	79. o. o.	47. o. o.
VIA BREMEN or SOUTHAMPTON	68. o. o.	46. o. o.	27. o. o.
Return	123. o. o.	83. o. o.	49. o. o.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland, THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The rest of the journey from Calcutta to Colombo by rail or steamer is however not included.

INTERUPTION OF THE VOYAGE IN EGYPT:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

PROPOSED SAILINGS FROM HONGKONG.

Intimation.

POWELL'S

HIGH CLASS
GENTLEMEN'S
OUTFITTERS,
28, Queen's Road,
(OPPOSITE THE CLOCK TOWER.)

NEW
SEASON'S
GOODS
NOW ON SHOW.

SHIRTS:

Zephyr, Cellular, Oxford, Silk,
Silk and Wool, Tropical Flannel,
&c., &c.
Well-cut, fast colours,
moderate prices.

HALF-HOSE:

Smart Striped Socks—the newest
on the Market.

Special Price.

\$11.50 Doz. pairs.

CASHMERE,
COTTON,
LISLE THREAD
AND SILK
AND WOOL
SOCKS,
in large variety.

UNDERWEAR:

"KOOLA" Cellular Singlets
and Trunk Drawers—cool and
healthful.

Singlets, \$2 each; \$11 1/2 doz.
Drawers, \$1.50 pair; \$8.50 1/2 doz.

WHITE NET
SINGLETS,

strongly woven, soft and
comfortable,
\$2 each, \$11.50 1/2 doz.

WHITE BOMBAX
SILK LISLE
SINGLETS,
"Perfection,"

\$2.50 each, \$14 1/2 doz.

NECKWEAR:

The
"Fashionable Tie"
is a
Crepe de Chine.

We have a splendid variety of these
in all the newest shades, Oxfords—
for small knot—Four-in-Hands
and Loose Ends.

Wm. POWELL, Ltd.,
HONG KONG.
Hongkong, 21st April, 1906.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions
to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO: "OKROW,"
the 4th May, 1906, at 2.30 P.M., at No. 11,
Salisbury Avenue, Kowloon,
THE WHOLE OF THE
HOUSEHOLD FURNITURE.
(Particulars from Catalogue).
TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 3rd May, 1906. [528]

PUBLIC AUCTION.

THE Undersigned have received instructions
from N. Post, Esq., Consul for Austria-
Hungary, to sell by
PUBLIC AUCTION,
ON
SATURDAY,

the 5th May, 1906, at 2.30 P.M., within his
residence, "Valta," No. 65, Mount Kellett,
The Peak,

THE WHOLE OF HIS
VALUABLE HOUSEHOLD FURNITURE,
Comprising—

TEAKWOOD EXTENSION DINING
TABLE and CHAIRS, OVERMANTELS,
TEAKWOOD SIDEBOARD with BEVEL-
LED GLASS, CROCKERY and GLASS-
WARE, PICTURES, CARPETS, TEAK-
WOOD WARDROBES with BEVELLED
GLASS, DOUBLE BRASS-MOUNTED
BEDSTEAD with WIRE and HAIR MAT-
TRESSES, SHANGHAI BATHS, OOKING
STOVE and UTENSILS, &c., &c., &c.;
ALSO

ONE SEMI-GRAND PIANO by E. L.
Neumann, Hamburg.
Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 28th April, 1906. [508]

PUBLIC AUCTION.

THE Undersigned have received instructions
to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
ON

THURSDAY,

the 14th June, 1906, at 11 A.M., at the Hong-
kong and Kowloon Wharf and Godown
Company's premises, Kowloon,

COMPLETE CEMENT FACTORY,
Originally intended to be put up as the Kwan-
tung's Cement Factory, but landed in
Hongkong on account of the Russo-
Japanese War, will be sold, by order of
proprietor Mr. Hereditary Honorary
Citizen Anatoly Charlampevitch Tet-
jukow, of Saigraewo.

The Plant of this Cement Factory, which
has been fitted out with the latest technical
inventions for manufacturing Cement, by the
dry process, consists among others of:—

LOCOMOBILES (Wolf, Magdeburg),

MILLING MACHINES (midt, Copenhagen),

COOLING INSTALLATIONS (Atlas Fabr.)

ELECTRICAL EQUIPMENT (Alig. Elec. Comp.)

TRUCKS, &c. . . . (Orenstein & Koppel),

&c., &c., &c.

All in all the whole plant is very nearly the
same as the Factory Klaksdorff, near Malmo
in Sweden.

Specifications of the Machines and accessories
as well as any further information may
be obtained from—

SIEMSEN & CO.,
Hamburg & Hongkong,
and

LAWYER BUNNOFF,
in St. Petersburg, Wasili Ostrow,
4 Linic, Haus No. 5,
as well as from the Auctioneers,

Messrs. HUGHES & HOUGH,
Hongkong, 1st May, 1906. [518]

ASILE DE LA SAINTE ENFANCE.

We are requested to acknowledge the follow-
ing further donation towards the funds for the
building of the hospice at Wong-ak-chong.

H. N. Mody \$100
Leigh and Orange 50
Standard Oil Co. 50
Reiss & Co. 50
Denton, Looker and Deacon 50
Dorabjee & Co. 50
Chun On Fire Insurance Co. 50
Fook On Insurance Co. 50
Barreto & Co. 50
Ewens, Harston & Harding 50
E. Pabane 50
A. G. Romano 50
H. E. Pollock, K.C. 50
Ferd. Bornemann 30
A. G. Gordon 30
A. B. Bui 30
T. P. Cochrane 25
A. M. Esashoy 25
T. I. Rose 25
Sum Yui 25
Bradley & Co. 25
Wong Po Chun 25
Hugo Buter 20
E. H. Sharp, K.C. 20
Major Peedley 10
British-American Tobacco Co., Ltd. 10
H. M. Nemai 10
Chan Seung Hui 10
Chan A Fook 10
A Friend 10
Tsang Ngok Sang 10
L. Engel 10

A CLEAN CITY.

WHAT SAN FRANCISCO SHOULD BE AND
IS NOT.

The following is from the San Francisco
Chronicle of 30th March.

It is well for the people of this city to plan
for a beautiful San Francisco in the future.

Possibly it would be even better to actually
make it a clean city now. As a matter of fact,

our municipal housekeeping is beneath criticism

and always has been. San Franciscans who

have not travelled have no conception of what a

clean city is—we do not mean a city which is

really clean, but a city which is not disgraceful

or nasty. There may be other large cities

which are as dirty as San Francisco. We sup-

pose there are. Constantinople, for example,

is perhaps even worse, but San Francisco is

bad enough. Just now, of course, conditions

are worse than usual, because the bad weather of

the last two or three weeks has interrupted

such cleaning work as is done, but the unusual

bad condition of our streets just at present

serves to remind one that at no time are they in

respectable order. There is some effort to keep

Market street in what our untutored people sup-

pose to be fairly presentable shape—which it is

not—but our residence streets, and the most of

our minor business streets, are never clean. We

have not at hand the schedule, or alleged

schedule, of street sweeping for the present

year, but from recollection we may say that

there is no pretence of sweeping the greater

part of the city area more than once a month.

Some of the down-town streets are supposed to

be swept daily, and from that the schedule de-

scends to twice a week, weekly, bi-weekly and

monthly. They are not hosed down at all. In

the worst parts of the city it is true that the con-

dition of the pavements makes cleanliness impossi-

ble, but in those sections no effort seems

to be made.

We are of the opinion that the Association

for the Adornment of San Francisco could do no

more useful work, nor any work more likely to

promote its ultimate and more ambitious ob-

jects than to enter upon a vigorous campaign

for thorough-going municipal house-cleaning

right now. Of course, much of the money

which we now expend for street cleaning is

wasted. But assuming that none of it were

wasted—assuming that contractors were all

honest, and inspectors both honest and vigilant,

and that all the men directly employed by the

city gave a fair day's work for a fair day's pay, to

keep the city really clean, would probably

require ten times the sum now annually appro-

priated for street cleaning, besides a large addi-

tional sum paid for water for hosing and flush-

ing. Cleanliness is costly, as any good house-

keeper knows. To keep the streets really

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Intimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS BY APPOINTMENT
TO
HIS EXCELLENCY THE GOVERNOR.

HYGIENOL

(REGISTERED).

A POWERFUL
DISINFECTANT,
GERMICIDE
DEODORISER
CHEAP
HARMLESS
EFFECTIVE

A. S. WATSON & CO.,
LIMITED,

ALEXANDRA BUILDINGS.

Hongkong, 3rd March, 1906.

GREGOR & CO.,

19, QUEEN'S ROAD CENTRAL.

BEER

PILSENER.

CROWN LABEL.

\$13.00

Per Case of 4 Dozen Quarts.

\$19.50

Per Case of 8 Dozen Pints.

Hongkong, 10th June, 1906.

NOTICE.
All communications intended for publication in THE HONGKONG TELEGRAPH should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE):

DAILY—\$10 per annum.

WEEKLY—\$18 per annum.

The rates per quarter and per annum, proportional. The rates are delivered free when the address is accessible to messenger. On consignment to post an additional \$1.00 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copy: Daily, ten cents; Weekly, twenty-five cents.

LOCAL AND GENERAL.

THE French mail of the 3rd April was delivered in London on the 2nd inst.

SINCE noon yesterday, five cases of plague—all Chinese—have been added to the returns for the year, numbering to date 284.

CAPTAIN A. A. Gibbs, Indian Medical Service, has been placed in medical charge of the 11th Infantry in addition to his other duties from 1st May, 1906, until further orders.

LEAVE of absence to the neighbouring countries on private affairs has been granted to and Lieutenant M. U. Graham, 2nd Royal West Kent Regiment, from 4th May to 15th June.

A TSINGTAU despatch, of 27th ult., says: The salve steamers *Protector* and *Berthie* have left Germany for the Far East, where they will be retained permanently. They will anchor either in Hongkong, or in Tsingtau, or in Wusung.

JOAO Valaldo, a Spaniard, was brought before the Court on a charge of being a vagrant in the Colony, on the 2nd inst. It was stated that defendant was entitled to a passage to Barry, as he joined his last ship at that port. His Worship ordered P.C. \$4 to take Valaldo to the Harbour Master, who, after hearing his statement, referred him to the Spanish Consul.

DISTRESSING stories are told of the privations of tribes in Siberia. In one case, to save himself and his daughter from death by starvation, a man killed his nephew, and he and his daughter ate the victim's flesh. In another, a tribe virtually committed suicide to save itself from a lingering death.

LIEUTENANT R. M. Grosse, Royal Garrison Artillery, recently transferred to Hongkong, on completion of gunnery course at Shoeburyness, takes up the duties of instructor of gunnery at this station. Mr. Grosse has been a gunner officer since July, 1901, when he got his first commission, and he got his lieutenantcy in March, 1904.

INSPECTOR Hanson placed twenty-eight chair and ricksha coolies before Mr. C. A. D. Melbourne, at the Magistracy this morning, on charges of keeping a common gaming house at No. 11, Elgin Street, and with gambling on the premises last evening. Evidence was taken, and his Worship fined the first two men \$2 each, the remainder having to pay \$2 each.

THE performance of the U.S. battleship *New Jersey* in maintaining a speed of 19.18 knots an hour in a four-hour endurance run off the New England coast, coupled with her remarkable speed over a measured mile at Rockland, Me., at a 19.48-knot gait, places this product of the Fore River Shipbuilding Company at the head of all American-built battle-ships, so far as speed is concerned.

We hear that Sir Ewen and Lady Cameron decided not to prolong their travels from Ceylon to China, at which we are sure many of their friends will feel keen regret. Sir Ewen was not quite so well on his arrival in Ceylon and so the decision was taken. He underwent a slight operation at Colombo, from which he derived great advantage, and he sailed home-wards in excellent health.—*L. & C. Express*.

IN Appellate Jurisdiction to-day before His Honour Sir Francis Piggott, Chief Justice, the case of the *Brand*—*Daiji Kotahiro Maru* collision was concluded. His Honour said that he considered that the *Brand* was also to blame for the collision, while the *Daiji Kotahiro Maru* had already admitted her blameworthiness. His Honour, however, reserved his full judgment, and the Court adjourned *sine die*.

LIEUTENANT Edward H. Norman, 2nd Battalion, Queen's Own Royal West Kent Regiment, Hongkong, has been promoted captain after exactly six years' subaltern service. Captain Norman got his first commission in April, 1900, and served with the second Battalion in the South African War, taking part in the operation in Orange River Colony, Cape Colony and the Transvaal, and on the Zululand borders of Natal (King's medal with two clasps).

THE "oil king," John D. Rockefeller, celebrated the birth of his grandson by donating \$1. to St. James' Hospital, a struggling eleemosynary institution at Lakewood. The contribution was received in the form of a cheque by the Sisters of St. Joseph, who are struggling to maintain a free hospital. In the same mail that brought Rockefeller's cheque there came another cheque from Mrs. Marshall Field, Jr., for 100 times the amount of the Rockefeller donation.

THE shipyard and engineering shops of the China Steam Navigation Company at Hongkong are to be installed with a powerful gas plant by Messrs. Richardsons, Westgarth and Co. The capacity of the plant will be over 392,000 cubic feet of gas per hour, capable of developing 3,300 h.p. with 75 percent of the gas after cleansing in four engines, and the remaining 25 percent will be used for blast furnaces. This will be the largest installation of the kind in the East.

TO-DAY was the dullest day the Police Court has seen for quite a while. The few arrests that were made yesterday were not of much interest—petty larceny, hawking, *sus* licence, etc., while there were only two cases of possession of illicit opium to be heard.

A fortnightly service, or one of two alternating four-weekly services, between Colombo and Hongkong or Shanghai. The steamships will be required to call at Aden, Colombo, Penang, and Singapore, and (if the contract be extended to Shanghai) at Hongkong. A minimum speed, in both directions, will be prescribed by contract.

A fortnightly service, or one of two alternating four-weekly services, between Madras (or Calcutta) and Hongkong or Shanghai. The steamships will be required to stop at Penang and Singapore, and (if the contract be extended to Shanghai) at Hongkong. A minimum speed, in both directions, will be prescribed by contract.

A fortnightly service, or one of two alternating four-weekly services, between Madras (or Calcutta) and Hongkong or Shanghai. The steamships will be required to stop at Penang and Singapore, and (if the contract be extended to Shanghai) at Hongkong. A minimum speed, in both directions, will be prescribed by contract.

We regret to announce the death of Mrs. Walker, the wife of Dr. C. Walker, of the American Presbyterian Mission, at Pitsanuloke, of fever. Mrs. Walker had, as was already known, been suffering from fever for some time and she passed away on 19th ult.

THERE has been launched from the shipbuilding yard of Messrs. David and William Henderson & Co., Limited, Meadowside Works, Partick, Glasgow, the twin-screw steamer *Cyclops*, for the Ocean Steamship Company, Limited, of Liverpool. Her principal dimensions are:—Length over all, 300 ft.; breadth, moulded, 58 ft.; depth, moulded, 42 ft. 6 in., with a gross tonnage of about 9,000 tons. The machinery will be supplied by the builders, and consists of twin engines, each having cylinders 23 in., 383 in., and 65 in. in diameter and 48 in. stroke, with three large boilers, worked on the owners' closed ash-pit system of forced draught, for a working pressure of 190 lb. per square inch.

THE case was continued at the Magistracy this afternoon in which three shop coolies and two women, employed by the *Shin Cn Wing*, firm of flour merchants, No. 311, Des Vieux Road Central, were charged with applying false trade marks to flour, on March 19th. Defendants, it is alleged, were transferring the "Red Seal" brand flour into bags bearing the "White Lily" mark. Mr. G. E. Morrell, of Messrs. Deacon and Rowley, prosecuted, and Mr. T. C. Holbrow, of Messrs. Deacon, Looker and Deacon, defended. Inspector Collett watched the case on behalf of the police. Frank Browne, Government analyst, gave evidence as to the analysis of the different brands of flour. The case is proceeding.

TWO Chinamen walked into a shoemaker's shop at No. 172, Wellington Street last night and asked to be shown some European boots. They were each shown a pair, but as the price did not suit one of the "intending buyers," he walked further into the shop, pretending to follow the mysteries of boot-making. The salesman followed this man, while his companion, as soon as he saw the way clear, bolted out of the shop with a pair of boots under his arm. A chase followed and the coolie was arrested. He was placed before Mr. F. A. Hazeland this morning and sentenced to three weeks' hard labour and six hours' stocks. Defendant had a previous conviction, and his Worship recommended the man for banishment.

THE case in which P. C. 48 Glendinning proceeded against two natives—a man and a woman—for being in possession of a quantity of morphine in their premises at West Point, was continued at the Police Court this morning. It will be remembered that defendants said they were in possession of pepper (quinine) and not morphine, and the case had to be adjourned for the compound to be analysed. Mr. Frank Browne, Government analyst, stated that on May 1st he received two packages from the police. The contents of the packages were duly examined and found to be morphine, while the contents of one bottle were discovered to be a mixture of quinine and salts. His Worship—"I thought all the time that all was morphine!" Mr. Hoggarth—"So did we, your Worship." The case was further remanded to allow Mr. Browne to analyse more of the contents of the packages.

THE CIVIL SERVICE ESTIMATES.

CHINA, JAPAN, AND THE FAR EAST.

THE Civil Service Estimates for the year ending March 31, 1907, are now issued, and we give below the usual details concerning the votes relating specially to China, Japan, and the Far East. The figures enclosed in parentheses are last year's votes, and are given for purposes of comparison. Where no comparisons are made the figures are the same as last year.

DIPLOMATIC AND CONSULAR BUILDINGS. Under the heading of "New Works, alterations, Additions, and Purchases (including Furniture in connection therewith)," are the following votes:—Siam, Bangkok, new court and accommodation for staff £450; erection of house for second gaoler, £150; filling up and levelling compound, £350. Lakon: House for Vice-Consul, £650. China, Japan and Korea: Erection of new building, alterations and additions to existing buildings, and acquisition of sites, £4,120 (£5,530). The Indian Government contributes a sum annually towards the cost of Diplomatic and Consular Services in China, Persia, and Siam; the rents payable for buildings, &c., in China forming a part of such Services. The vote in this section of £10 for the maintenance and repair of cemeteries in China, Japan, Korea and Siam is included in a general vote for the maintenance of cemeteries in foreign countries.

THE DIPLOMATIC SERVICE.

China—(partly repayable from Indian revenues).—Envoy Extraordinary and Minister Plenipotentiary, £5,000; Councillor, £800; Chinese Secretary, £1,200; Chaplain, £200; Commercial Attaché, £1,000 and £1,67 for rent, Japan—Ambassador £5,000 (£4,000); Councillor, £800; Japanese Secretary, £1,000 (£1,000), including an allowance of £100 per year for superintending the studies of students. Korea—Minister Resident, £1,500. Siam—The only vote under this head is £1,600 for the Minister Resident and Consul-General, which is the same as previous years. From the statement showing the distribution of Second and Third Secretaries in His Majesty's Embassies and Legations abroad on Dec. 1, 1905, we note there is one Second Secretary and one Third Secretary at China, and one Second Secretary at Siam.

To-day was the dullest day the Police Court has seen for quite a while. The few arrests that were made yesterday were not of much interest—petty larceny, hawking, *sus* licence, etc., while there were only two cases of possession of illicit opium to be heard. When Mr. F. A. Hazeland took his seat in the big Court this morning, there were only six prisoners in the dock, who were quickly dealt with, and in the small Court an empty dock greeted Mr. C. A. D. Melbourne. Had it not been for a gambling case, the doors of the small Court might well have been closed.

PROPERTY SALE.

At their sales rooms, in Des Vieux Road, this afternoon, by order of the mortgagees, Messrs. Hughes and Hough put up for sale by public auction the following two lots of valuable leasehold property, situate at Victoria:

Lot 1 comprised the piece of ground registered in the Land Office as inland lot No. 15, together with the buildings thereon erected, and known as Nos. 48 Bonham Strand, and 19 Burd Street, comprising an area of 2576 square feet, and carrying an annual Crown rent of \$45.43.

Lot 2 comprised the piece of ground registered in the Land Office as marine lot No. 76 with the buildings thereon erected and known as Nos. 69 Wing Lok Street and 268 Des Vieux Road, Central, having an area of 1,400 square feet, and carrying an annual Crown rent of \$16.68.

There was a very large concourse of wealthy Chinese merchants and bankers present, and the bidding for these properties was very brisk. When the first lot was put up the first bid offered was \$15,000, and with that as a base it rose by leaps and bounds, by bids of \$5,000 each, to \$31,500, after which the bids varied from \$100 to \$300 each, until the last bid, \$36,100, was reached, the lot being then knocked down to Mr. Pan Hi Ping, of Bonham Street.

The sale of Lot 2 was then proceeded with, the bidding again starting at \$15,000. In this sale the bidding was more desultory, seldom rising above \$300 at a bid, and after the auctioneer had given them all plenty of time to make up their minds, the hammer fell when the bidding stood at \$27,200, at which figure Mr. Tang Chi Ngon, of the Hung Yu Bank, was declared the purchaser.

Messrs. Johnson, Stokes and Master were the solicitors for the mortgagees.

COLLISION IN THE STRAITS.

RUSSIAN TRANSPORT RAMS THE "BENTONG."

From the *Singapore Free Press*, of the 28th ult., we gather the following particulars of the collision in the Straits of Malacca already reported by telegram in these columns.

On Thursday night, about an hour before midnight, there occurred in the Straits of Malacca one of those disastrous shipping fatalities from which we have been singularly free of late. The *Haversham Grange*, a troopship, conveying Russian soldiers to Odessa, ran into the local steamer *Bentong*, which was coming down from Port Dickson for Malacca. The collision had the inevitable result, when the sizes of the two ships are considered, and the *Bentong* sank within a few minutes.

Thanks to the prompt action of the officers of the trooper, over seventy of the passengers and crew of the local ship were saved, while the *Tosa Maru*, which was passing at the time, also stood by and saved others. The number of drowned is, however, as yet uncertain, but it was feared that it would not be much less than thirty. None of the officers of the ship were lost, whilst the only European passenger, as far as we can ascertain, a Mr. Francis, was saved.

In conversation with Dr. Brooke and the Boarding Officer, Captain Howe said that immediately after the collision he stopped his ship, ordered the boats to be lowered to pick up the people from the *Bentong*, as he noticed she was settling fast, but by the time the boats had got away the *Bentong* had disappeared beneath the waves—a few minutes after the collision. Many of her passengers and crew were, however, seen in the water and the *Tosa Maru* proceeded to pick up.

THE SURVIVORS.

Amongst those thus rescued were Captain Penn, master of the *Bentong*; his one officer; Mr. Cooke, the chief engineer; Mr. Otto Day, the second engineer; and Mr. Francis, a passenger. Captain Penn and his chief officer had injuries on the head, and the European passenger had a gash on the neck below the ear.

DAMAGE TO THE "HAVERSHAM GRANGE." The *Haversham Grange* also sustained severe damage. She struck the *Bentong* on the starboard bow and twisted about ten feet of her own stem to an angle of thirty degrees to starboard. The forward plates started and the vessel commenced to leak, but the collision bulkhead was closed and the leak confined to the forepeak, which rapidly filled, and on the arrival of the vessel here contained 24 ft. of water.

After Dr. Brooke had made his examination of the vessel she came in and anchored off Tanjong Pagar, Captain Howe expressing the intention of having his ship docked to-day for temporary repairs prior to proceeding on his voyage.

CARRYING RUSSIAN SOLDIERS.

The *Haversham Grange* is on her way to Odessa from Vladivostok with 3,574 Russian soldiers and 15 officers on board. She did not call at Singapore but passed through the port. She is a vessel of 4,895 tons burthen, 800 horse power, which would give her the speed of about twelve knots, and belongs to Greenock. She left Vladivostok on the 14th instant.

THE TIME REQUIRED FOR A JOURNEY ROUND THE EARTH BY A MAN WALKING DAY AND NIGHT, WITHOUT RESTING, WOULD BE 428 DAYS; AN EXPRESS TRAIN, 40 DAYS; A CANNON BALL, 247 HOURS; LIGHT, A LITTLE OVER ONE-TENTH OF A SECOND; AND ELECTRICITY, PASSING OVER A COPPER WIRE, A LITTLE UNDER ONE-TENTH OF A SECOND.

THE FIRE WHICH DESTROYED THE OLD HOUSES OF PARLIAMENT BROKE OUT ON OCTOBER 16TH, 1854. THE PRESENT BUILDING, TERRIFIED THE PALACE OF WESTMINSTER, WAS OPENED ON NOVEMBER 4TH, 1852. IT STANDS ON A BED OF CONCRETE 12 FT. THICK, AND COVERS AN AREA OF NINE STATUTE ACRES.

IT CONTAINS 1,100 APARTMENTS, 102 STAIRCASES, AND TWO MILES OF CORRIDORS AND PASSAGES. THE GREAT VICTORIA TOWER, AT THE SOUTH-WEST EXTREMITY, IS 340 FT. IN HEIGHT.

THE T. K. K. S. *Nippon Maru* ARRIVED AT SAN FRANCISCO ON 30TH ULT.

THE BOSTON S. S. *Tremont* LEFT KOREA ON 2ND INST. FOR HONGKONG VIA USUAL PORTS.

THE BOSTON TOW BOAT CO. S. S. *Lyra* FROM CHINA AND JAPAN ARRIVED AT VICTORIA, B.C., ON 10TH ULT.

THE T. K. K. S. *America Maru* IS EXPECTED TO SAIL FROM YOKOHAMA ON 5TH INST

Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAV. CO., LTD.
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"TYDEUS"	12th May.
GLASGOW and LIVERPOOL	"HYSON"	12th "
GLASGOW and LIVERPOOL	"GLAUCUS"	15th "
GLASGOW and LIVERPOOL	"RHIPHEUS"	17th "
GLASGOW and LIVERPOOL	"IDOMENEUS"	23rd "
GLASGOW and LIVERPOOL	"AJAX"	31st "
GLASGOW and LIVERPOOL	"MEMNON"	7th June.
GLASGOW and LIVERPOOL	"STENTOR"	7th "

OUTWARD.

FROM	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"BELLEROPHON"	8th May.
"GENOA, MARSEILLES & L'POOL	"CALCHAS"	20th "
AMSTERDAM, LONDON & ANTWERP	"MOVEUN"	22nd "
AMSTERDAM, LONDON & ANTWERP	"JASON"	5th June.
AMSTERDAM, LONDON & ANTWERP	"DEUCALION"	19th "
"GENOA, MARSEILLES & L'POOL	"GLAUCUS"	20th "

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH
THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
VERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and	"TYDEUS"	16th May.
ALL PACIFIC COAST PORTS, ^{17th}	"STENTOR"	10th June.

WESTWARD.

FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA and	"YANGTSE"	25th May.
PACIFIC COAST	"KEEMUN"	16th June.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 2nd May, 1906.

[3]

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"KIUKIANG"	4th May.

CHINKIANG	"FOOCHOW"	5th "
CALLAO	"SHANTUNG"	5th "

FOOCHOW	"YUNNAN"	6th "
YOKOHAMA and KOBE	"TSINAN"	7th "

MANILA	"TEAN"	8th "
† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.		

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 3rd May, 1906.

[9]

HONKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons.	Captain	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 5th May, at Noon.
RUBI	2540	R. Almond	"	SATURDAY, 12th May, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 28th April, 1906.

[17]

HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast.)

About

"RAMSAY" 20th May.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 26th April, 1906.

[18]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.
The Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIEMSSEN & Co.
Hongkong, 28th May, 1895.

[18]

NOTICE.

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the Hongkong Telegraph and
they are warned against paying more than
TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.

Hongkong, 10th September, 1903.

Shipping—Steamers.

HONGKONG—MACAO LINE.

S.S. "WING CHAI"
Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on
Week Days, at 7:30 A.M. and on Sundays
at 8:30 A.M. Departs from Macao on Week
Days at 2:30 P.M. and on Sundays at 5:30 P.M.,
if tide permits.

FARES.—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$3; 2nd Class, \$1; 3rd Class, 20 cents.

On and after Sunday, 20th Inst., inclusive,
every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single, \$3;
Return, \$3; 1st Class, Single, with Cabin, \$3;
Return, \$3; 2nd Class, Single, 20 cents.

All Meals can be supplied on Board at \$1
each Meal.

First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on produc-
tion of the Return Half Ticket.

The Steamer, not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.

The Steamer is lit throughout by Electricity.

The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.

SAM WANG Co.

[17]

STEAM TO CANTON.

T^{HE} New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW" 1,309 T. R. MEAD.

"KWONG TUNG" 1,238 R. RAMSEY.

Leave Hongkong for Canton at 9 every
evening (Saturday excepted).

Leave Canton for Hongkong about 5:30
o'clock every evening (Sunday excepted).

These Fine Steamers have uncecelled
Accommodation for First Class Passengers and
are lit throughout by Electricity. Electric Fans
in First Class Cabins.

Passage Fare—Single Journey ... \$4

Meals \$1 each.

ALSO

Excursions to MACAO every SATURDAY

at 6 P.M., and every SUNDAY at 8:30 A.M.

returning on SUNDAY at 10 A.M. and 6:30
P.M.

FARES:—1st Class single \$2 with cabin \$3.00
return \$3 \$5.00.

2nd Class single \$1, return 1.50.

Breakfast, Tiffin and Dinner \$1.00 each.

The Wharf in Hongkong is at the Western
end of Wing Lok Street.

SHIU ON S.S. CO., LTD., and

YUEN ON S.S. CO., LTD.,

No. 8, Queen's Road West.

Hongkong, 17th April, 1906.

[18]

"GLEN" LINE OF STEAMERS.

FOR VLADIVOSTOK, VIA SHANGHAI
AND NAGASAKI.

THE Steamship

"GLENLOCHY."

Captain E. J. Stallard, will be despatched as
above, on or about the 5th proximo.

For Freight, etc., apply to:

MCGREGOR BROS. & GOW.

Hongkong, 16th April, 1906.

[18]

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"ZAIDA."

Captain A. M. Rait, will be despatched as
above, on SUNDAY, the 6th May, at Daylight.

For Freight or Passage, apply to:

JARDINE, MATHESON & Co.,

Agents.

Hongkong, 30th April, 1906.

A SENSATIONAL WEDDING.
TRIP.

A story of thrilling interest comes from Cook Country, down the north shore of Lake Superior, the most north easterly division of Minnesota. It relates to the home-going of a newly-married couple, who were attacked by wolves, and had to ride and fight for their lives. Mr. Carlson is what the Americans call a honest-leader. He and Miss Lena Hanson, of Ontario, were married at Grand Marais, and decided to set out at once for the Carlson homestead. The sky was overcast, and night was sure to set in early. Their means of transportation was a home-made sleigh, drawn by two farm-horses.

The happy pair were still three miles from home, the woods were dark, and night was fast closing in, when suddenly there came the howl of a wolf. It was the "pack call," and quickly there was answering howls. The whole pack was on the trail.

"Do you think they will attack us?" asked Mrs. Carlson, in tremulous tones of her husband.

"Sure," was the brief reply.

"Have you got another revolver?" asked the bride, after a pause.

Carlson shook his head.

"Well, I can drive, you know, if that will be any help."

Carlson flashed a look of pride at his bride, and nodded. The horses were galloping, and they needed no whip. The animals were mad with fear of the desperate brutes that were now gathered for the attack. The wolves, about seven or eight in number, loined easily behind the sleigh, drawing steadily nearer, their eyes gleaming. Caution is a deep-set quality in the timber wolf, and this pack drew on slowly to their quarry, but prepared to strike when their leader should give the signal. Suddenly the leader of the pack shot off, ahead of his companions. He was now close up. The attack was at hand. The big grey leader leaped up level with the heads of the bride and bridegroom, but did not attempt to land in the sleigh. It was a sort of preliminary leap of investigation, but the other wolves came close behind him, and all were ready to seize upon the couple.

"Take the reins, and let the horses guide themselves," shouted Carlson as he swung around and faced the pack. His revolver was worthy of the work at hand. It was a 36-calibre make. With this in his right hand and with his left resting on the back of the seat to steady him, Carlson prepared to fight for the life of his bride and himself.

The sleigh rocked perilously at times, for the road was rough in places, but the danger of a tip over could not then be even considered.

Carlson has scarcely faced the wolves for action when the leader again leaped, this time with a view of seizing the man. Carlson fired and wounded the beast, which fell back howling upon the road. But the leader was not put out of action. He was quickly back in his position, more savage and eager for battle than before.

Two of the wolves, shot alongside the sleigh to the right, and one took the same position on the left beside the bride. Carlson fired quickly shot one of the two in his side, and, reaching over to the other side, killed the one that threatened to leap upon his wife. The beasts were disconcerted at this, but came on again, eager for their prey.

Carlson wounded two more of the beasts, and then his cartridges were gone. Another wolf tried to leap upon the bride from the side of the sleigh, but she piled the ship on the breast with such goodwill that he drew back. Just then the sleigh dashed into the clearing of the Carlson's cabin, and the husband shouted with joy. He thought the wolves would disperse. But they were hungry, and the capture of sight was in them.

Carlson, brave and faithful dog sprung forward, but the first wolf he attacked killed him. Quickly leaping from the sleigh, Mrs. Carlson made for the door of the log cabin, and Carlson, kicking it open, pushed her in, and bidding her close the door, once more faced the angry wolves. Four attacked him as he backed towards the door. He thought of the team which had saved them, and wavered.

Suddenly there was a clash of glass, and from the broken window leaped a streak of flame which, lighting up the clearing, scared away the wolves.

What had happened was this: Once in the dark kitchen, Mrs. Carlson remembered a box of matches which she carried in the pocket of her cloak. Striking one, her eye fell on a kerosene lamp and an old bunch broom. Quickly unscrewing the lamp, she emptied the kerosene on to the broom, and, lighting it, she crashed it through the window. The wolves, who had bravely revolved and knife, fled in terror. There were mutual congratulations and thanks, the sturdy team were safely stabled, and then Mr. and Mrs. Carlson sat down to their evening supper, after their exciting home-coming.

MANNERS IN THE HOME.

There are many books published on "Social Etiquette," "Police Form of Public Society" and "The Ethics of Smart Society," all conduced to the highly polished manners and conversation of men and women when associating together as "company."

Yes, it's "company manners" and "company" talk that are made much of in printed volumes, large and small, cheap and expensive in price.

In comparison, the output concerning "Home Manners," "Domestic Politeness" and "Family Courtesy" is startlingly small. Perhaps this scarcity of elucidation of conjugal and parental and filial courtesy, in print, may be held accountable for a large share of the lack of good home manners—since this lack of kind and gentle treatment of others is so seriously apparent in the large majority of homes.

Even when bad home manners are not at all abusive they are tinged with a certain unkindness that blurs the moral perception of each member of the family. This tends to a certain mental laxity that bodes evil for the citizenship.

How much more important, then, is domestic courtesy than the ethics of smart society to a standard of responsible municipal government!

Bad home manners conduct to unhappiness and crime. Unhappiness and crime are conditions of all the people.

Poite forms of smart society conduct to the polish and glitter of a part of the people, the comparatively small part known as the wealthy and aristocratic. But, even this small part that has use for and practices the ethics of smart society is more or less inured with the unhappiness and crime that accrues from bad manners in its homes.

Dean Hale said, in a magazine, that he once rebuked a woman because her children were ill-behaved when he visited the home.

"Lord bless you, sir," replied this woman, "boys and young uns must have some place where they can enjoy themselves."

Clearly, this woman felt that polite language and gentleness towards others were species of cruel restraint that had no free-to-all place in the happiest home. Apparently she believed that good manners should be shed, like tight collars and irritating shoes, when the family was sheltered beneath its roof.

There are scores of folks like the children of this woman. They don't enjoy good manners. They delight in freedom from a sense of being made to behave by the other fellow who demands the half-way right of way out in the open.

Shipping.

Arrivals.

Kent, Br. cruiser, 9,800, De Horsey, 2nd May, from Mire Bay.

Daijin Maru, Jap. s.s. 900, H. Oita, 2nd May, —Tamai via and Swatow 29th April.

Gen., O. S. K.

E-Sang, Br. s.s. 1,127, L. A. Muir, and May, —Tientsin 25th April, Gen.—J. M. & Co.

Locastel, Br. s.s. 1,76, James, and May, —Saigon 27th April, Rice—Order.

Anglin, Ger. s.s. 1,001, D. Reimers, and May, —Bangkok 23rd April, Rice—B. & S.

Dongola, Br. s.s. 4,723, G. Phillips, 3rd May, —Bombay 18th April, and Singapore 28th April, Mail and Gen.—P. & O. S. N. Co.

Hong Bee, Br. s.s. 2,018, W. O. Jones, 3rd May, —Singapore 2nd May, Gen.—B. & S.

Kwangtung, Ch. s.s. 1,36, Wm. H. Lunt, 3rd May, —Canton 3rd May, Gen.—C. M. S. N. Co.

Haus Wayner, Ger. s.s. 465, J. Kayemann, 3rd May, —Holin 29th April, Sugar—L. W. Co.

Clearances at the Harbour Office.

Elong, for Canton, —Canton, for Swatow.

Antuo, for Saigon.

Tufyung, for Manila.

Changchow, for Ningpo.

Kuklung, for Shanghai.

Tientsin, for Moji.

Dongola, for Yokohama.

Departures.

May 3.

Tientsin, for Shanghai.

Education, for Shanghai.

Singgala, for Singapore.

Kufang, for Cebu.

Amigo, for Saigon.

Chiyuan, for Canton.

Curried, for Itohwa.

Tiuyuan, for Australian Ports.

Chongking, for Shanghai.

Changchow, for Shanghai.

Elong, for Canton.

Passengers arrived.

Per E-Sang, from Tientsin—Miss Simon's.

Per Hongbee, from Singapore—1,200 Chinese.

Per Dafjin Maru, from Coast Ports—108 Chinese.

Per Do gola, for Hongkong from London—Mr. and Mrs. Master, 2 Misses Master and governess, and Mr. and Misses Pilkington, Mr. E. W. T. Peacock, Rev. and Mrs. Longridge, Lieut. Fowthorne, Lieut. Whitty and Mr. A. Jackson, from Marseilles—Mr. Dowbiggin, Mr. E. Thomson and Col. Lambton, D.S.O. from Gibraltar—Mr. Forrester, Dr. Andrade and Lieut. T. H. E. Silvers, from Port Said—Mr. J. Gravel, Miss and Miss Perot, Mr. J. M. Huchin and Dr. C. Evans, from Bombay—Capt. and Mrs. Biddulph, Col. and Mrs. Olivier, Messrs. G. H. Boden, Wadia, Vachaghandy, C. S. Dady and N. Jagannath, from Penang—Mr. and Mrs. Hoover, from Singapore—Miss Douglas, Mr. E. N. Wilbern, Staff Sergeant, Averell, Mr. and Mrs. Lip Chive, child and man, Mrs. Hausmann and Mr. W. G. Worcester, for Shanghai from Bombay—Messrs. E. C. Hart, C. H. Captain, H. S. Madom, Mrs. G. Riggs, infant and ayah, and Mr. B. Zucca, from London—Mr. and Mrs. Mackintosh, Messrs. L. Lyon and Rumble, from Marsteller—Messrs. C. K. Loo, Paul Hiner, R. N. Speirs, J. A. Ross and Pemberton, from Columbus—Messrs. M. C. Sunkin and Scott Young, from Bombay for Yokohama—Mr. R. D. Master.

Shipping Report.

Str. Hong Bee from Singapore:—Fine weather, with light N.Ely and Ely breezes and smooth sea, nearing Gap Rock moderate to fresh breeze ENE, and passing drizzle and fog.

Vessels in Port.

STEAMERS.

Admiral de Reumont Fr. s.s. Offert, 2nd May, —Haiphong 25th April, Ballast—Messrs. Wilks and Jacks.

Andrea Rickmers, Ger. s.s. 1,020, Chr. Kumpel, 27th April, —Bangkok 21st April, Rice and Wood—B. & S.

Bennimor, Br. s.s. 1,924, Alex. Webster, 30th April, —Singapore 24th April, Gen.—G. L. & Co.

Cairo, Nor. s.s. 1,381, J. Larsen, 27th April, —Moj 21st April, Coal—Aagaard, Thoresen & Co.

Coptic, Br. s.s. 2,744, Wm. Finch, R.N.R., 2nd May, —San Francisco 31st May, Honolulu 7th April, Yokohama 20th, Kobe 22nd, Nagasaki 24th, and Manila 26th, Mails and Gen.—O. & O. S. S. Co.

Empress of Japan, Br. s.s. 3,039, Henry Pybus, R.N.R., 1st May, —Vancouver 9th April, and Shanghai 28th, Mails and Gen.—C. P. & Co.

Fallodon Hall, Br. s.s. 2,207, F. Wickham, 1st May, —Moj 26th April, Coal—D. & Co., Ld.

Glenloch, Br. s.s. 2,007, E. J. Stullard, 2nd May, —London 11th Mar., Gen.—McG. Bros. & Gow.

Haiphong, Fr. s.s. Panner, and May, —Haiphong 25th April, Ballast—Messrs. Wilks and Jacks.

Huanian, Br. s.s. 1,183, J. S. Roach, 1st May, —Foochow 27th April, Amoy 29th, and Swatow 30th, Gen.—D. & Co.

Hanoi, Fr. s.s. 710, P. Merle, 2nd May, —Haiphong 30th April, Gen.—A. R. M. Iris, Am. transp., 2,202, Whitton, 27th Feb., —Manila 22nd Feb., Coal—Government, Johanna, Ger. s.s. 1,010, Ipland, 2nd May, —Bangkok 24th April, Gen.—D. & Co.

Kaassida, Br. s.s. 2,202, Simond, 27th April, —Port Kembia 3rd April, Coal—Order.

Kumang, —Calcutta via Penang and Singapore 23rd April, Gen.—J. M. & Co.

Laetres, Br. s.s. 1,360, J. B. Jackson, 23rd April, —Saigon 19th April, Ballast—Chile.

Loonggang, Br. s.s. 1,128, A. E. Sandbach, 30th April, —Manila 27th April, Gen.—J. M. & Co.

Neumuhlen, Ger. s.s. 1,072, Sischer, 30th April, —Port Kembia 23rd April, Coal—J. M. & Co.

Paklat, Ger. s.s. 1,018, H. Demes, 30th April, —Bangkok 21st April, and Swatow 29th April, Rice and Coal—B. & S.

Peik, Nor. s.s. 714, J. Lorentzen, 1st May, —Bangkok 23rd April, Rice—Kin Tye Lung.

They take that freedom in the home. Since each member of the family is apt to take this freedom at the same time, trouble may be predicted.

The larger part of matrimonial dissension, including divorce, is due to the bad manners of husbands and wives in homes. A discourse, a challenging criticism, an ironical retort—and the row begins! Then there are rows and rows that develop into mutual bitterness of spirit and estrangement.

HONGKONG.

VISITORS AT THE HOTELS.

HONGKONG.

Acton-Adams, Mr. & Bell, P.

Anderson, Mrs. K.

Antoni, Mr.

Arnold, J.

Baird, Mr. and Mrs.

Battiscombe, H. G.

Beattie, R. B.

Bell, R. M., Engg.-Lieut.

Innes, Capt. R.

Jameson, Mrs. J. W.

Jok, J. P. F.

Katesh, E. A.

Kerr, F.

Knox, Mr. and Mrs. L.

Laird, A. H.

Lennox, D. J.

Marriott, Dr. O.

McDonald, W. J.

McRitchie, D. G.

Miller, P. L.

Moore, Dr. W. B. A.

Newhorn, R. H.

Newington, A. G.

Nichols, E. A.

Olliffe, O. C.

MAILS.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH-AFRICAN PORTS.)

THE Steamship

"DEVANHA."

Captain T. H. Hide, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 5th May, 1906, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Himalaya*, 6,808 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hong Kong.Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Macdonald*, due in London on the 17th June, 1906.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required:

For further Particulars, apply to

E. A. HEWETT,

Superintendent, Hongkong, 21st April, 1906.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. Sailing.

Tremont..... 9,606 T. W. Garlick. 26th May
Lyra..... 4,417 G. V. Williams. 3rd July
Shawmut..... 9,606 E. V. Roberts. 27th July
Tremont..... 9,606 T. W. Garlick. 22nd Aug.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 28th April, 1906.

[12]

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL,

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship

About "SATSUMA"..... 22nd May.

For Freight and further information, apply

DODWELL & CO., LIMITED,

Agents.

Hongkong, 24th April, 1906.

AN APPEAL.

THE SUPERIORITY of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiority will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor School, who are taught by the Sisters.

Hongkong, 22nd April, 1892.

G. DE CHAMPEAUX,

Agent.

Hongkong, 2nd May, 1906.

[11]

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

OF

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

Per Case.

BRANDY * * * * * \$22.50

" * * * * * 20.00

" * * * * * 16.75

WHISKY, FALL MALL 20.00

" JOHN WALKER & SONS' OLD HIGHLAND 12.50

" C. P. & CO.'S SPECIAL BLEND 10.50

PORT WINE, INVALIDS 20.00

DOURO 13.75

SHERRY, AMOROSO 20.00

" LA TORRE 16.00

BENEDICTINE, D.O.M. 40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905.

[43]

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

GENERAL HOUSEHOLD

REQUISITES.

&c., &c., &c.

DEPOT

FOR

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

Telephone 256.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1905.

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SHARE QUOTATIONS.

Supplied by Messrs. E. S. Kadoorie & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	ORDINARY RETURN AT PRESENT QUOTATION.	CLOSING QUOTATION.
BANKS.								
Hongkong & Shanghai Banking Corporation	90,000	\$125	\$125	\$1,000,000 \$9,500,000 \$20,000	\$1,699,777	\$115/- div. and \$1 bonus @ ex. 2/9/06	5%	\$860
National Bank of China, Limited								
National Bank of China, Limited	99,925	\$7	\$5	\$1,600,000 \$147,855	\$74,099	\$2 (London 3/6) for 1903	...	\$38
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,600,000 \$147,855	\$211,540	\$20 for 1904	5 1/2%	\$355 buyers
China Traders' Insurance Company, Limited								
China Traders' Insurance Company, Limited	14,000	\$83.33	\$25	\$1,600,000 \$147,855	\$466,291	\$3 for 8 months ending 1/12/05	4 1/2%	\$353 ex div.
North China Insurance Company, Limited								
North China Insurance Company, Limited	10,000	\$15	\$5	\$1,600,000 \$147,855	Tls. 302,053	Final of 7/6 making 15/- for 1904	5 1/2%	Tls. 90 sales
Union Insurance Society of Canton, Limited								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,600,000 \$147,855	\$2,792,271	\$3 for 1905	4 1/2%	\$770 b. ex div.
Yangtze Insurance Association, Limited								
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,600,000 \$147,855	\$508,334	\$12 and \$3 special dividend for 1904	8 1/2%	\$175
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,600,000 \$147,855	\$344,658	\$6 for 1904	7 1/2%	\$86
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,600,000 \$147,855	\$422,618	\$25 for 1904	8 1/2%	\$305
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$1,600,000 \$147,855	\$6,563	\$18 for 1905	8 1/2%	\$19
Douglas Steamship Company, Limited	70,000	\$50	\$50	\$1,600,000 \$147,855	Nil.	\$3 1/2 for year ended 30.6.1905	8 1/2%	\$41 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	50,000	\$15	\$15	\$1,600,000 \$147,855	\$24,080	\$1 for 2nd half-year making \$2 for 1905	8 1/2%	\$25
Indo-China Steam Navigation Company, Limited								
Indo-China Steam Navigation Company, Limited	6,000	\$10	\$10	\$1,600,000 \$147,855	\$4,435	12/- @ 1/10 = \$6,29.51 for 1904	6 1/2%	\$93
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	\$1,600,000 \$147,855	Tls. 23,156	Final Tls. 3 making Tls. 5 for 1905	8 1/2%	Tls. 60 buyers
Do. (Preference)	100,000	\$1	\$1	\$1,600,000 \$147,855	Tls. 107,815	Final Tls. 14 making Tls. 33 for 1905	7 1/2%	Tls. 30 buyers
"Shell" Transport and Trading Company, Limited	100,000	\$10	\$10	\$1,600,000 \$147,855	\$180	1/- (Coupon No. 6) for 1905	4 1/2%	\$27/-
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$1,600,000 \$147,855	\$929	\$1.80 for year ending 30.6.1905	5 1/2%	\$33
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	\$1,600,000 \$147,855	Tls. 13,913	Final of Tls. 2 making Tls. 4 for 1905	11 1/2%	Tls. 40 sales
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$1,600,000 \$147,855	\$40,914	Final of \$15 making \$25 for 1905	14 1/2%	\$175 sellers
Lucon Sugar Refining Company, Limited	7,000	\$100	\$100	\$1,600,000 \$147,855	\$10,000	\$3 for 1907		